Appendix A

A. DETAILED COMPARISON TABLES FOR TRAFFIC IMPACTS IN REGION

The following tables outline the detailed traffic impact information, which was calculated and shows the baseline information provided by the Metropolitan Planning Organizations, in addition to the calculated Levels of Service and Volume to Capacity ratios with the added trip generation associated with a High Speed Train. Additional base data is provided in Appendix B on the generated numbers utilized to calculate the impact of a High Speed Train.

Intercity Trips without HSR (No-Build) Distributed to Freeway Network

Area 1	Area 2	Path	Total Trips	% of Total
Union Station	Norwalk	I-5	5,921,140	100%
Norwalk	Anaheim	I-5	2,168,983	100%
Anaheim	Irvine	I-5	2,036,109	100%
Irvine	Oceanside	I-5	3,872,367	100%
Oceanside	UTC	I-5	1,508,394	100%
UTC	San Diego	I-5	2,676,171	100%

11,842,280	5921140
4,337,966	2168983
4072218	2036109
7744734	3872367
3016788	1508394
5352342	2676171

Freeway Screenlines & 2020(5) Base Annual Trips

Los Angeles County		2001 Existing Conditions								2025 No-Build									2025 Modal Alternative					2025 High Speed Train Alternative				
Freeway	Screenline Location	Base 2001 Peak Hr.	Base 2001 ADT	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Base 2025 Peak Hr.	Base 2025 ADT	Assumption for 2025 (1.01%)	Base 2025 Total Trip	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Modal 2025 Peak Hr.	Modal 2025 Total Trips	Addition Lanes Needed	Modal Capacity	New Volume / Capacity	HSR 2025 Peak Hr.	HSR 2025 ADT	HSR 2025 Total Trip	HSR Capacity	HSR Volume / Capacity
Interstate 105	Inglewood Ave	15,211	185,747	2	6	1,600	2,000	15,200	1.00	25,160	306,832	N/A	111,993,701	2	6	1,600	2,000	15,200	1.66	25,160	111,993,701	2	19,200	1.31	23,830	290,610	106,072,561	15,200	1.57
Interstate 110	Exposition Blvd	18,389	288,994	0	8	1,600	2,000	16,000	1.15	31,050	485,161	N/A	177,083,827	2	8	1,600	2,000	19,200	1.62	31,050	177,083,827	2	23,200	1.34	30,670	479,219	174,914,844	19,200	1.60
Interstate 5	Lakewood Blvd	13,230	222,190	0	8	1,600	2,000	16,000	0.83	23,685	401,434	N/A	146,523,390	2	8	1,600	2,000	19,200	1.23	23,685	146,523,390	2	23,200	1.02	23,334	395,492	144,354,407	19,200	1.22
Interstate 5	Artesia Blvd	10,525	177,224	0	6	1,600	2,000	12,000	0.88	21,153	358,519	N/A	130,859,322	2	8	1,600	2,000	19,200	1.10	21,153	130,859,322	2	23,200	0.91	20,802	352,576	128,690,339	19,200	1.08
	Peak Direction																												
Interstate 105	Inglewood Ave	8,953	185,747	1	3	1,600	2,000	7,600	1.18	15,035	306,832	N/A	111,993,790	1	3	1,600	2,000	7,600	1.98	15,035	111,993,790	1	9,600	1.57	14,295	290,610	106,072,650	7,600	1.88
Interstate 110	Exposition Blvd	9,768	288,994	0	4	1,600	2,000	8,000	1.22	16,350	495,441	N/A	180,836,075	0	4	1,600	2,000	8,000	2.04	16,350	180,836,075	1	10,000	1.63	15,626	479,219	174,914,935	8,000	1.95
Interstate 5	Lakewood Blvd	8,421	222,190	0	4	1,600	2,000	8,000	1.05	12,763	411,714	N/A	150,275,720	1	4	1,600	2,000	9,600	1.33	12,763	150,275,720	1	11,600	1.10	12,276	395,492	144,354,580	9,600	1.28
Interstate 5	Artesia Blvd	6,256	177,224	0	3	1,600	2,000	6,000	1.04	11,473	358,518	N/A	130,859,223	1	4	1,600	2,000	9,600	1.20	11,473	130,859,223	1	11,600	0.99	11,425	352,576	128,690,240	9,600	1.19

Orange County		2001 Existing Conditions								2025 No-Build									2025 Modal Alternative					2025 High Speed Train Alternative				
Freeway	Screenline Location	Base 2001 Peak Hr.	Base 2001 ADT	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Base 2025 Peak Hr.	Base 2025 ADT	Assumption for 2025 (1.01%)	Base 2025 Total Trip	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Modal 2025 Peak Hr.	Modal 2025 Total Trips	Addition Lanes Needed	Modal Capacity	New Volume / Capacity	HSR 2025 Peak Hr.	HSR 2025 ADT	HSR 2025 Total Trip	HSR Capacity	HSR Volume / Capacity
Interstate 5	SR-55	20,056	261,910	2	10	1,600	2,000	23,200	0.86	28,146	365,526	N/A	133,417,148	2	10	1,600	2,000	23,200	1.21	28,146	133,417,148	2	27,200	1.03	27,716	359,948	131,381,039	23,200	1.19
Interstate 5	Alicia Parkway	21,289	328,459	2	10	1,600	2,000	23,200	0.92	25,910	398,609	N/A	145,492,367	2	10	1,600	2,000	23,200	1.12	25,910	145,492,367	2	27,200	0.95	25,220	388,000	141,620,000	23,200	1.09
Interstate 5	Camino Estrella	18,624	223,450	0	8	1,600	2,000	16,000	1.16	21,033	253,404	N/A	92,492,608	2	8	1,600	2,000	19,200	1.10	21,033	92,492,608	2	23,200	0.91	20,152	242,795	88,620,241	19,200	1.05
	Peak Direction																												
Interstate 5	SR-55	11,105	261,610	1	5	1,600	2,000	11,600	0.96	17,545	365,526	N/A	133,417,129	1	5	1,600	2,000	11,600	1.51	17,545	133,417,129	1	13,600	1.29	17,216	359,948	131,381,020	11,600	1.48
Interstate 5	Alicia Parkway	11,726	328,459	1	5	1,600	2,000	11,600	1.01	14,749	398,609	N/A	145,492,367	1	5	1,600	2,000	11,600	1.27	14,749	145,492,367	1	13,600	1.08	14,375	388,000	141,620,000	11,600	1.24
Interstate 5	Camino Estrella	10,815	223,450	0	4	1,600	2,000	8,000	1.35	11,403	253,404	N/A	92,492,542	1	4	1,600	2,000	9,600	1.19	11,403	92,492,542	1	11,600	0.98	11,028	242,795	88,620,175	9,600	1.15

San Diego County		2001 Existing Conditions								2020 No-Build									2020 Modal Alternative					2020 High Speed Train Alternative				
Freeway	Screenline Location	Base 2001 Peak Hr.	Base 2001 ADT	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Base 2020 Peak Hr.	Base 2020 ADT	Assumption for 2025 (1.01%)	Base 2020 Total Trip	# of Lanes Assumed		Lane Capacity		Base Capacity	Volume / Capacity	Modal 2020 Peak Hr.	Modal 2020 Total Trips	Addition Lanes Needed	Modal Capacity	New Volume / Capacity	HSR 2020 Peak Hr.	HSR 2020 ADT	HSR 2020 Total Trip	HSR Capacity	HSR Volume / Capacity
Interstate 5	Tamarack Ave	13,223	203,852	0	8	1,600	2,000	16,000	0.83	15,388	265,308	278,971	96,837,269	4	8	1,600	2,000	22,400	0.69	15,388	96,837,269	2	26,400	0.58	15,037	261,175	95,328,875	22,400	0.67
Interstate 5	Via De La Valle	15,036	220,839	0	8	1,600	2,000	16,000	0.94	19,396	328,744	345,674	119,991,409	2	10	1,600	2,000	23,200	0.84	19,396	119,991,409	2	27,200	0.71	19,075	324,611	118,483,015	23,200	0.82
Interstate 5	Balboa Ave	15,248	197,972	0	8	1,600	2,000	16,000	0.95	13,736	211,328	222,211	77,134,711	0	8	1,600	2,000	16,000	0.86	13,736	77,134,711	2	20,000	0.69	13,196	203,996	74,458,540	16,000	0.82
	Peak Direction																												
Interstate 5	Tamarack Ave	8,521	203,852	0	4	1,600	2,000	8,000	1.07	9,020	265,308	278,971	96,837,269	2	4	1,600	2,000	11,200	0.81	9,020	96,837,269	1	13,200	0.68	8,897	261,175	95,328,875	11,200	0.79
Interstate 5	Via De La Valle	8,679	220,839	0	4	1,600	2,000	8,000	1.08	11,506	328,744	345,674	119,991,409	1	5	1,600	2,000	11,600	0.99	11,506	119,991,409	1	13,600	0.85	11,384	324,611	118,483,015	11,600	0.98
Interstate 5	Balboa Ave	8,394	197,972	0	4	1,600	2,000	8,000	1.05	8,030	211,328	222,211	77,134,711	0	4	1,600	2,000	8,000	1.00	8,030	77,134,711	1	10,000	0.80	7,745	203,996	74,458,540	8,000	0.97

LAX Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

HSR Alternative

	STATION	Streets	Location 1	Location 2	Direction	1997						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	11,590	1,159	4	900	3,600	0.32	A
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	11,450	1,145	2	900	1,800	0.64	B
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	12,790	1,279	3	900	2,700	0.47	A
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	35,710	3,571	5	900	4,500	0.79	C
		Westchester Parkway	Between Lincoln & La Tijera		2-way	2,170	217	2	900	1,800	0.12	A
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	49,850	4,985	3	900	2,700	1.85	F
		SCREENLINE TOTAL					12,356			17,100	0.72	

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	1997						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	11,590	1,159	4	900	3,600	0.32	A
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	11,450	1,145	2	900	1,800	0.64	B
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	12,790	1,279	3	900	2,700	0.47	A
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	35,710	3,571	5	900	4,500	0.79	C
		Westchester Parkway	Between Lincoln & La Tijera		2-way	2,170	217	2	900	1,800	0.12	A
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	49,850	4,985	3	900	2,700	1.85	F
		SCREENLINE TOTAL					12,356			17,100	0.72	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

LAX Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

HSR Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	13,200	1,320	4	900	3,600	0.37	A	2	0
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	15,280	1,528	2	900	1,800	0.85	D	2	0
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	18,320	1,832	3	900	2,700	0.68	B	3	0
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	46,100	4,610	5	900	4,500	1.02	F	6	1
		Westchester Parkway	Between Lincoln & La Tijera		2-way	4,290	429	2	900	1,800	0.24	A	1	0
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	68,360	6,836	3	900	2,700	2.53	F	8	5
		SCREENLINE TOTAL					16,555			17,100	0.97			

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	13,200	1,320	4	900	3,600	0.37	A	2	0
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	15,280	1,528	2	900	1,800	0.85	D	2	0
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	18,320	1,832	3	900	2,700	0.68	B	3	0
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	46,100	4,610	5	900	4,500	1.02	F	6	1
		Westchester Parkway	Between Lincoln & La Tijera		2-way	4,290	429	2	900	1,800	0.24	A	1	0
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	68,360	6,836	3	900	2,700	2.53	F	8	5
		SCREENLINE TOTAL					16,555			17,100	0.97			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

LAX Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

HSR Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	27	1,347	4	900	3,600	0.37	A	2	0
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	12	1,540	2	900	1,800	0.86	D	2	0
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	12	1,844	3	900	2,700	0.68	B	3	0
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	50	4,660	5	900	4,500	1.04	F	6	1
		Westchester Parkway	Between Lincoln & La Tijera		2-way	6	435	2	900	1,800	0.24	A	1	0
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	76	6,912	3	900	2,700	2.56	F	8	5
		SCREENLINE TOTAL				183	16,738			17,100	0.98			

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 with Intercity Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Los Angeles International Airport	Century Boulevard	Between Aviation & Bellanca		2-way	175	1,495	4	900	3,600	0.42	A	2	0
		La Tijera Boulevard	Between Manchester & Sepulveda		2-way	76	1,604	2	900	1,800	0.89	D	2	0
	Between Terminal 1 and Sepulveda Boulevard (West of 96th Street)	Lincoln Boulevard	Between Westchester & Sepulveda		2-way	80	1,912	3	900	2,700	0.71	C	3	0
		Sepulveda Boulevard	Between Lincoln & 96th Street		2-way	280	4,890	5	900	4,500	1.09	F	6	1
		Westchester Parkway	Between Lincoln & La Tijera		2-way	21	450	2	900	1,800	0.25	A	1	0
		Sepulveda Boulevard		Between Runway 25L and Interstate 105	2-way	450	7,286	3	900	2,700	2.70	F	9	6
		SCREENLINE TOTAL				1,082	17,637			17,100	1.03			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Long Beach Airport Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	1997						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Long Beach Airport Terminal	Lakewood Boulevard	Between Carson St & Wardlow Rd		2-Way	12,360	1,236	4	900	3,600	0.34	A
		Spring Street	Between I-405 & Lakewood Blvd		2-Way	4,050	405	2	900	1,800	0.23	A
		Wardlow Road	Between Clark Ave & Lakewood Blvd		2-Way	14,460	1,446	2	900	1,800	0.80	D
		Lakewood Boulevard		Between I-405 & Spring Street	2-Way	19,030	1,903	3	900	2,700	0.70	C
		Spring Street		Between Clark Ave & Lakewood Blvd	2-Way	20,510	2,051	4	900	3,600	0.57	A
		SCREENLINE TOTAL					7,041			13,500	0.52	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Long Beach Airport Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Long Beach Airport Terminal	Lakewood Boulevard	Between Carson St & Wardlow Rd		2-Way	20,280	2,028	4	900	3,600	0.56	A	3	0
		Spring Street	Between I-405 & Lakewood Blvd		2-Way	1,790	179	2	900	1,800	0.10	A	1	0
		Wardlow Road	Between Clark Ave & Lakewood Blvd		2-Way	13,460	1,346	2	900	1,800	0.75	C	2	0
		Lakewood Boulevard		Between I-405 & Spring Street	2-Way	23,740	2,374	3	900	2,700	0.88	D	3	0
		Spring Street		Between Clark Ave & Lakewood Blvd	2-Way	20,470	2,047	4	900	3,600	0.57	A	3	0
		SCREENLINE TOTAL					7,974			13,500	0.59			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Long Beach Airport Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

Modal Alternative

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Long Beach Airport Terminal	Lakewood Boulevard	Between Carson St & Wardlow Rd		2-Way	95	2,123	4	900	3,600	0.59	A	3	0
		Spring Street	Between I-405 & Lakewood Blvd		2-Way	70	249	2	900	1,800	0.14	A	1	0
		Wardlow Road	Between Clark Ave & Lakewood Blvd		2-Way	185	1,531	2	900	1,800	0.85	D	2	0
		Lakewood Boulevard		Between I-405 & Spring Street	2-Way	210	2,584	3	900	2,700	0.96	E	3	0
		Spring Street		Between Clark Ave & Lakewood Blvd	2-Way	95	2,142	4	900	3,600	0.60	A	3	0
		SCREENLINE TOTAL				655	8,629			13,500	0.64			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Norwalk Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	1997						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	LOSSAN Station	Bloomfield Avenue	Between Lakeland Road & Allard Street		2-way	10,830	1,083	2	900	1,800	0.60	B
		Imperial Highway	Between Norwalk Blvd & Pioneer Blvd		2-way	24,880	2,488	3	900	2,700	0.92	E
	Shoemaker Avenue	Norwalk Boulevard	Between Lakeland Road & Imperial Hwy		2-way	13,220	1,322	3	900	2,700	0.49	A
		Shoemaker Avenue	Between Florence Ave & Imperial Hwy		2-way	12,160	1,216	2	900	1,800	0.68	B
		Bloomfield Avenue		Between Rosecrans & Imperial Hwy	2-way	6,410	641	2	900	1,800	0.36	A
		Imperial Highway		Between Carmenita & Shoemaker	2-way	23,450	2,345	2	900	1,800	1.30	F
		Norwalk Boulevard		Between Interstate 5 & Imperial Hwy	2-way	17,620	1,762	3	900	2,700	0.65	B
		SCREENLINE TOTAL					10,857			15,300	0.71	

	STATION	Streets	Location 1	Location 2	Direction	1997						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
2	UP Branch Station	Firestone Boulevard	Between Studebaker & Interstate 605		2-way	13,100	1,310	2	900	1,800	0.73	C
		Foster Road	Between San Antonio & Pioneer		2-way	8,560	856	2	900	1,800	0.48	A
	Located between Imperial Highway & Pioneer Boulevard	Imperial Highway	Between Interstate 605 & Studebaker		2-way	22,790	2,279	3	900	2,700	0.84	D
		Pioneer Boulevard	Between Lakeland & Interstate 5		2-way	7,150	715	2	900	1,800	0.40	A
		Studebaker Road	Between Florenace Ave & Firestone		2-way	8,640	864	2	900	1,800	0.48	A
		Firestone Boulevard		Between San Antonio & Pioneer	2-way	10,570	1,057	2	900	1,800	0.59	A
		Imperial Highway		Between Norwalk & Interstate 5	2-way	24,880	2,488	3	900	2,700	0.92	E
		Pioneer Boulevard		Between Rosecrans & Foster Rd	2-way	6,520	652	2	900	1,800	0.36	A
		Studebaker Road		Between Rosecrans & Foster Rd	2-way	7,980	798	2	900	1,800	0.44	A
		SCREENLINE TOTAL					11,019			18,000	0.61	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Norwalk Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	LOSSAN Station	Bloomfield Avenue	Between Lakeland Road & Allard Street		2-way	11,170	1,117	2	900	1,800	0.62	B	2	0
		Imperial Highway	Between Norwalk Blvd & Pioneer Blvd		2-way	23,890	2,389	3	900	2,700	0.88	D	3	0
	Shoemaker Avenue	Norwalk Boulevard	Between Lakeland Road & Imperial Hwy		2-way	15,910	1,591	3	900	2,700	0.59	A	2	0
		Shoemaker Avenue	Between Florence Ave & Imperial Hwy		2-way	10,590	1,059	2	900	1,800	0.59	A	2	0
		Bloomfield Avenue		Between Rosecrans & Imperial Hwy	2-way	7,750	775	2	900	1,800	0.43	A	1	0
		Imperial Highway		Between Carmenita & Shoemaker	2-way	21,980	2,198	2	900	1,800	1.22	F	3	1
		Norwalk Boulevard		Between Interstate 5 & Imperial Hwy	2-way	16,380	1,638	3	900	2,700	0.61	B	2	0
		SCREENLINE TOTAL					10,767			15,300	0.70			

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
2	UP Branch Station	Firestone Boulevard	Between Studebaker & Interstate 605		2-way	12,010	1,201	2	900	1,800	0.67	B	2	0
		Foster Road	Between San Antonio & Pioneer		2-way	8,500	850	2	900	1,800	0.47	A	1	0
	Located between Imperial Highway & Pioneer Boulevard	Imperial Highway	Between Interstate 605 & Studebaker		2-way	22,310	2,231	3	900	2,700	0.83	D	3	0
		Pioneer Boulevard	Between Lakeland & Interstate 5		2-way	10,430	1,043	2	900	1,800	0.58	A	2	0
		Studebaker Road	Between Florenace Ave & Firestone		2-way	10,110	1,011	2	900	1,800	0.56	A	2	0
		Firestone Boulevard		Between San Antonio & Pioneer	2-way	10,690	1,069	2	900	1,800	0.59	A	2	0
		Imperial Highway		Between Norwalk & Interstate 5	2-way	23,890	2,389	3	900	2,700	0.88	D	3	0
		Pioneer Boulevard		Between Rosecrans & Foster Rd	2-way	5,970	597	2	900	1,800	0.33	A	1	0
		Studebaker Road		Between Rosecrans & Foster Rd	2-way	9,280	928	2	900	1,800	0.52	A	2	0
		SCREENLINE TOTAL					11,319			18,000	0.63			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Norwalk Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = 10% of ADT
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	LOSSAN Station	Bloomfield Avenue	Between Lakeland Road & Allard Street		2-way	12	1,129	2	900	1,800	0.63	B	2	0
		Imperial Highway	Between Norwalk Blvd & Pioneer Blvd		2-way	106	2,495	3	900	2,700	0.92	E	3	0
	Shoemaker Avenue	Norwalk Boulevard	Between Lakeland Road & Imperial Hwy		2-way	20	1,611	3	900	2,700	0.60	A	2	0
		Shoemaker Avenue	Between Florence Ave & Imperial Hwy		2-way	11	1,070	2	900	1,800	0.59	A	2	0
		Bloomfield Avenue		Between Rosecrans & Imperial Hwy	2-way	25	800	2	900	1,800	0.44	A	1	0
		Imperial Highway		Between Carmenita & Shoemaker	2-way	35	2,233	2	900	1,800	1.24	F	3	1
		Norwalk Boulevard		Between Interstate 5 & Imperial Hwy	2-way	74	1,712	3	900	2,700	0.63	B	2	0
		SCREENLINE TOTAL				283	11,050	0	0	15,300	0.72			

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
2	UP Branch Station	Firestone Boulevard	Between Studebaker & Interstate 605		2-way	17	1,218	2	900	1,800	0.68	B	2	0
		Foster Road	Between San Antonio & Pioneer		2-way	4	854	2	900	1,800	0.47	A	1	0
	Located between Imperial Highway & Pioneer Boulevard	Imperial Highway	Between Interstate 605 & Studebaker		2-way	106	2,337	3	900	2,700	0.87	D	3	0
		Pioneer Boulevard	Between Lakeland & Interstate 5		2-way	27	1,070	2	900	1,800	0.59	A	2	0
		Studebaker Road	Between Florenace Ave & Firestone		2-way	15	1,026	2	900	1,800	0.57	A	2	0
		Firestone Boulevard		Between San Antonio & Pioneer	2-way	25	1,094	2	900	1,800	0.61	B	2	0
		Imperial Highway		Between Norwalk & Interstate 5	2-way	50	2,439	3	900	2,700	0.90	E	3	0
		Pioneer Boulevard		Between Rosecrans & Foster Rd	2-way	15	612	2	900	1,800	0.34	A	1	0
		Studebaker Road		Between Rosecrans & Foster Rd	2-way	24	952	2	900	1,800	0.53	A	2	0
		SCREENLINE TOTAL				283	11,602			18,000	0.64			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Fullerton Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = Same ratio as for 2025 numbers
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Fullerton Transportation Center	Chapman Avenue	Between Harbor & Euclid		2-Way	17,000	845	2	936	1,872	0.45	A
		Commonwealth Ave	Between Highland & Euclid		2-Way	21,000	1,400	2	936	1,872	0.75	C
	Near the intersection of Commonwealth & Harbor Boulevard	Harbor Boulevard	Between Berkeley & Chapman		2-Way	30,000	2,236	2	936	1,872	1.19	F
		Lemon Street	Between Berkeley & Chapman		2-Way	16,000	853	2	936	1,872	0.46	A
		Orangethorpe Avenue	Between Highland & Euclid		2-Way	27,000	2,078	2	936	1,872	1.11	F
		Chapman Avenue		Between Raymond & Lemon	2-Way	33,000	1,540	2	936	1,872	0.82	D
		Commonwealth Ave		Between Raymond & Lemon	2-Way	22,000	1,480	2	936	1,872	0.79	C
		Harbor Boulevard		Between SR-91 & Orangethorpe Ave	2-Way	40,000	2,545	2	936	1,872	1.36	F
		Lemon Street		Between SR-91 & Orangethorpe Ave	2-Way	24,000	1,295	2	936	1,872	0.69	B
		Orangethorpe Avenue		Between Raymond & Lemon	2-Way	28,000	1,544	2	936	1,872	0.82	D
		SCREENLINE TOTAL					15,817			18,720	0.84	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Fullerton Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = Same ratio as for 2025 numbers
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Fullerton Transportation Center	Chapman Avenue	Between Harbor & Euclid		2-Way	16,600	827	2	936	1,872	0.44	A	1	0
		Commonwealth Ave	Between Highland & Euclid		2-Way	20,900	1,377	2	936	1,872	0.74	C	2	0
	Near the intersection of Commonwealth & Harbor Boulevard	Harbor Boulevard	Between Berkeley & Chapman		2-Way	45,100	3,331	3	936	2,808	1.19	F	4	1
		Lemon Street	Between Berkeley & Chapman		2-Way	16,200	1,384	2	936	1,872	0.74	C	2	0
		Orangethorpe Avenue	Between Highland & Euclid		2-Way	29,300	2,400	3	936	2,808	0.85	D	3	0
		Chapman Avenue		Between Raymond & Lemon	2-Way	24,700	1,045	2	936	1,872	0.56	A	2	0
		Commonwealth Ave		Between Raymond & Lemon	2-Way	22,200	1,348	2	936	1,872	0.72	C	2	0
		Harbor Boulevard		Between SR-91 & Orangethorpe Ave	2-Way	47,300	2,714	3	936	2,808	0.97	E	3	0
		Lemon Street		Between SR-91 & Orangethorpe Ave	2-Way	24,600	1,184	2	936	1,872	0.63	B	2	0
		Orangethorpe Avenue		Between Raymond & Lemon	2-Way	33,200	1,755	3	936	2,808	0.63	B	2	0
		SCREENLINE TOTAL					17,365			22,464	0.77			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Fullerton Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = Same ratio as for 2025 numbers
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Fullerton Transportation Center	Chapman Avenue	Between Harbor & Euclid		2-Way	15	842	2	936	1,872	0.45	A	1	0
		Commonwealth Ave	Between Highland & Euclid		2-Way	20	1,397	2	936	1,872	0.75	C	2	0
	Near the intersection of Commonwealth & Harbor Boulevard	Harbor Boulevard	Between Berkeley & Chapman		2-Way	15	3,346	3	936	2,808	1.19	F	4	1
		Lemon Street	Between Berkeley & Chapman		2-Way	5	1,389	2	936	1,872	0.74	C	2	0
		Orangethorpe Avenue	Between Highland & Euclid		2-Way	16	2,416	3	936	2,808	0.86	D	3	0
		Chapman Avenue		Between Raymond & Lemon	2-Way	10	1,055	2	936	1,872	0.56	A	2	0
		Commonwealth Ave		Between Raymond & Lemon	2-Way	25	1,373	2	936	1,872	0.73	C	2	0
		Harbor Boulevard		Between SR-91 & Orangethorpe Ave	2-Way	40	2,754	3	936	2,808	0.98	E	3	0
		Lemon Street		Between SR-91 & Orangethorpe Ave	2-Way	15	1,199	2	936	1,872	0.64	B	2	0
		Orangethorpe Avenue		Between Raymond & Lemon	2-Way	19	1,774	3	936	2,808	0.63	B	2	0
		SCREENLINE TOTAL				180	17,545			22,464	0.78			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Anaheim Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Anaheim Transportation Center Between Katella & SR-57	Katella Avenue	Between Lewis & Interstate 5		2-Way	31,000	1,230	3	936	2,808	0.44	A
		Main Street	Just south of Cerritos Avenue		2-Way	12,000	593	2	936	1,872	0.32	A
		Orangewood Avenue	State College & Interstate 5		2-Way	27,000	1,303	2	936	1,872	0.70	C
		State College Boulevard	Between Ball Road & Cerritos		2-Way	27,000	2,144	3	936	2,808	0.76	C
		Katella Avenue		Between SR-57 & Howell Ave	2-Way	35,000	1,784	3	936	2,808	0.64	B
		Main Street		Between Collins & Orangewood	2-Way	22,000	1,133	2	936	1,872	0.60	B
		Orangewood Avenue		Between Main Street & Eckhoff Street	2-Way	17,000	648	2	936	1,872	0.35	A
		State College Boulevard		Between Katella & Interstate 5	2-Way	28,000	1,377	3	936	2,808	0.49	A
		SCREENLINE TOTAL					10,212			18,720	0.55	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Anaheim Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)		Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Divided Arterial	936	Arterial Peak Hour Traffic = Actual for 2025 only
Undivided Arterial	625	Freeway Peak Hour Traffic = Actual
Freeway	2000	

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Anaheim Transportation Center Between Katella & SR-57	Katella Avenue	Between Lewis & Interstate 5		2-Way	35,800	1,416	4	936	3,744	0.38	A	2	0
		Main Street	Just south of Cerritos Avenue		2-Way	11,200	553	2	936	1,872	0.30	A	1	0
		Orangewood Avenue	State College & Interstate 5		2-Way	18,600	899	2	936	1,872	0.48	A	1	0
		State College Boulevard	Between Ball Road & Cerritos		2-Way	28,200	2,240	3	936	2,808	0.80	D	3	0
		Katella Avenue		Between SR-57 & Howell Ave	2-Way	37,500	1,912	3	936	2,808	0.68	B	3	0
		Main Street		Between Collins & Orangewood	2-Way	20,400	1,052	3	936	2,808	0.37	A	2	0
		Orangewood Avenue		Between Main Street & Eckhoff Street	2-Way	17,200	660	2	936	1,872	0.35	A	1	0
		State College Boulevard		Between Katella & Interstate 5	2-Way	30,100	1,484	3	936	2,808	0.53	A	2	0
		SCREENLINE TOTAL					10,216			20,592	0.50			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Anaheim Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)		Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Divided Arterial	936	Arterial Peak Hour Traffic = Actual for 2025 only
Undivided Arterial	625	Freeway Peak Hour Traffic = Actual
Freeway	2000	

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Anaheim Transportation Center Between Katella & SR-57	Katella Avenue	Between Lewis & Interstate 5		2-Way	160	1,576	4	936	3,744	0.42	A	2	0
		Main Street	Just south of Cerritos Avenue		2-Way	10	563	2	936	1,872	0.30	A	1	0
		Orangewood Avenue	State College & Interstate 5		2-Way	46	945	2	936	1,872	0.50	A	2	0
		State College Boulevard	Between Ball Road & Cerritos		2-Way	46	2,286	3	936	2,808	0.81	D	3	0
		Katella Avenue		Between SR-57 & Howell Ave	2-Way	160	2,072	3	936	2,808	0.74	C	3	0
		Main Street		Between Collins & Orangewood	2-Way	28	1,080	3	936	2,808	0.38	A	2	0
		Orangewood Avenue		Between Main Street & Eckhoff Street	2-Way	16	676	2	936	1,872	0.36	A	1	0
		State College Boulevard		Between Katella & Interstate 5	2-Way	57	1,541	3	936	2,808	0.55	A	2	0
		SCREENLINE TOTAL				523	10,739			20,592	0.52			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Ana Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Santa Ana Regional Transportation Center	17th Street	Between Main St and Santiago		2-Way	49,000	2,264	3	936	2,808	0.81	D
		Grand Avenue	Between 17th and Interstate 5		2-Way	20,000	1,186	2	936	1,872	0.63	B
		Main Street	Just South of 17th Street		2-Way	31,000	1,465	2	936	1,872	0.78	C
	Between Santa Ana Boulevard and 4th Street	Santa Ana Boulevard	Just East of Main Street		1-Way WB	9,000	855	3	625	1,875	0.46	A
		17th Street		Between Cabrillo Park & Grand	2-Way	24,000	1,049	3	936	2,808	0.37	A
		Grand Avenue		Just South of Chestnut	2-Way	28,000	1,956	2	936	1,872	1.04	F
		Main Street		Between Chestnut & 1st Street	2-Way	31,000	1,129	2	936	1,872	0.60	B
		Santa Ana Boulevard		Just West of Grand Avenue	2-Way	19,000	1,065	3	936	2,808	0.38	A
		SCREENLINE TOTAL					10,969			17,787	0.62	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Ana Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Santa Ana Regional Transportation Center	17th Street	Between Main St and Santiago		2-Way	41,200	1,840	3	936	2,808	0.66	B	2	0
		Grand Avenue	Between 17th and Interstate 5		2-Way	28,500	1,940	3	936	2,808	0.69	B	3	0
		Main Street	Just South of 17th Street		2-Way	31,400	1,676	2	936	1,872	0.90	E	2	0
	Between Santa Ana Boulevard and 4th Street	Santa Ana Boulevard	Just East of Main Street		1-Way WB	12,400	699	3	625	1,875	0.37	A	2	0
		17th Street		Between Cabrillo Park & Grand	2-Way	34,300	1,498	3	936	2,808	0.53	A	2	0
		Grand Avenue		Just South of Chestnut	2-Way	32,500	2,261	3	936	2,808	0.81	D	3	0
		Main Street		Between Chestnut & 1st Street	2-Way	39,000	1,419	2	936	1,872	0.76	C	2	0
		Santa Ana Boulevard		Just West of Grand Avenue	2-Way	30,300	1,694	3	936	2,808	0.60	B	2	0
		SCREENLINE TOTAL					13,027			19,659	0.66			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Ana Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Santa Ana Regional Transportation Center	17th Street	Between Main St and Santiago		2-Way	10	1,850	3	936	2,808	0.66	B	2	0
		Grand Avenue	Between 17th and Interstate 5		2-Way	20	1,960	3	936	2,808	0.70	B	3	0
		Main Street	Just South of 17th Street		2-Way	15	1,691	2	936	1,872	0.90	E	2	0
	Between Santa Ana Boulevard and 4th Street	Santa Ana Boulevard	Just East of Main Street		1-Way WB	3	702	3	625	1,875	0.37	A	2	0
		17th Street		Between Cabrillo Park & Grand	2-Way	5	1,503	3	936	2,808	0.54	A	2	0
		Grand Avenue		Just South of Chestnut	2-Way	5	2,266	3	936	2,808	0.81	D	3	0
		Main Street		Between Chestnut & 1st Street	2-Way	8	1,427	2	936	1,872	0.76	C	2	0
		Santa Ana Boulevard		Just West of Grand Avenue	2-Way	30	1,724	3	936	2,808	0.61	B	2	0
		SCREENLINE TOTAL				96	13,123			19,659	0.67			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Irvine Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)		Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Divided Arterial	936	Arterial Peak Hour Traffic = Actual for 2025 only
Undivided Arterial	625	Freeway Peak Hour Traffic = Actual
Freeway	2000	

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Irvine Transportation Center	Alton Parkway	Between Interstate 5 & Barrance Pkwy		2-Way	42,000	2,187	3	936	2,808	0.78	C
		Barranca Parkway	Between Irvine Ctr Dr & Interstate 5		2-Way	21,000	1,184	2	936	1,872	0.63	B
		Alton Parkway		Between Jeronimo Rd & Toledo Way	2-Way	25,000	1,581	3	936	2,808	0.56	A
		Barranca Parkway		Between Alton & Bake Parkway	2-Way	21,000	1,785	2	936	1,872	0.95	E
		SCREENLINE TOTAL					6,737			9,360	0.72	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Irvine Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Irvine Transportation Center	Alton Parkway	Between Interstate 5 & Barrance Pkwy		2-Way	57,800	2,914	3	936	2,808	1.04	F	4	1
		Barranca Parkway	Between Irvine Ctr Dr & Interstate 5		2-Way	27,500	1,320	2	936	1,872	0.71	C	2	0
		Alton Parkway		Between Jeronimo Rd & Toledo Way	2-Way	32,400	1,701	3	936	2,808	0.61	B	2	0
		Barranca Parkway		Between Alton & Bake Parkway	2-Way	13,200	1,131	2	936	1,872	0.60	B	2	0
		SCREENLINE TOTAL					7,066			9,360	0.75			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Irvine Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Irvine Transportation Center	Alton Parkway	Between Interstate 5 & Barrance Pkwy		2-Way	103	3,017	3	936	2,808	1.07	F	4	1
		Barranca Parkway	Between Irvine Ctr Dr & Interstate 5		2-Way	66	1,386	2	936	1,872	0.74	C	2	0
		Alton Parkway		Between Jeronimo Rd & Toledo Way	2-Way	46	1,747	3	936	2,808	0.62	B	2	0
		Barranca Parkway		Between Alton & Bake Parkway	2-Way	20	1,151	2	936	1,872	0.61	B	2	0
		SCREENLINE TOTAL				235	7,301			9,360	0.78			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Juan Capistrano Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	San Juan Capistrano Station	Camino Capistrano	Between San Juan Creek & Del Obispo		2-Way	41,000	2,519	2	936	1,872	1.35	F
		Del Obispo	Between Del Avion and Alipaz		2-Way	16,000	769	1	936	936	0.82	D
	Just west of the intersection of Camino	Ortega Highway	Between east of Rancho Viejo		2-Way	25,000	977	2	936	1,872	0.52	A
	Capistrano and Ortega Highway	Rancho Viejo Road	Just north of Ortega Highway		2-Way	16,000	1,236	2	936	1,872	0.66	B
		Camino Capistrano		Between Ortega Hwy & Junipero Serra	2-NB; 1-SB	13,000	650	1	936	936	0.69	B
		SCREENLINE TOTAL					6,150			7,488	0.82	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Juan Capistrano Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Juan Capistrano Station	Camino Capistrano	Between San Juan Creek & Del Obispo		2-Way	45,500	2,782	2	936	1,872	1.49	F	3	1
		Del Obispo	Between Del Avion and Alipaz		2-Way	22,200	1,063	2	936	1,872	0.57	A	2	0
	Just west of the intersection of Camino	Ortega Highway	Between east of Rancho Viejo		2-Way	56,400	2,186	2	936	1,872	1.17	F	3	1
	Capistrano and Ortega Highway	Rancho Viejo Road	Just north of Ortega Highway		2-Way	24,000	1,851	2	936	1,872	0.99	E	2	0
		Camino Capistrano		Between Ortega Hwy & Junipero Serra	2-NB; 1-SB	30,400	1,519	2	936	1,872	0.81	D	2	0
		SCREENLINE TOTAL					9,401			9,360	1.00			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Juan Capistrano Station Screenline

Traffic Inputs

Existing Lane Capacity (vphl)		Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Divided Arterial	936	Arterial Peak Hour Traffic = Actual for 2025 only
Undivided Arterial	625	Freeway Peak Hour Traffic = Actual
Freeway	2000	

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Juan Capistrano Station	Camino Capistrano	Between San Juan Creek & Del Obispo		2-Way	81	2,863	2	936	1,872	1.53	F	4	2
		Del Obispo	Between Del Avion and Alipaz		2-Way	30	1,093	2	936	1,872	0.58	A	2	0
	Just west of the intersection of Camino	Ortega Highway	Between east of Rancho Viejo		2-Way	28	2,214	2	936	1,872	1.18	F	3	1
	Capistrano and Ortega Highway	Rancho Viejo Road	Just north of Ortega Highway		2-Way	23	1,874	2	936	1,872	1.00	F	3	1
		Camino Capistrano		Between Ortega Hwy & Junipero Serra	2-NB; 1-SB	24	1,543	2	936	1,872	0.82	D	2	0
		SCREENLINE TOTAL				186	9,587			9,360	1.02			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Clemente Station Options Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2001						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	San Clemente Station Options	Avenida Pico	Between El Camino Real & I-5		2-Way	26,000	1,085	2	936	1,872	0.58	A
		Avenida Vista Hermosa	Calle Frontera & Comino Vera Cruz		2-Way	2,200	106	2	936	1,872	0.06	A
		Calle Frontera	Avenida Vista Hermosa & Ave Pico		2-Way	12,000	431	2	625	1,250	0.34	A
		El Camino Real	Btwn Ave Pico & Dana Point		2-Way	18,000	802	2	936	1,872	0.43	A
		Avenida Pico		Calle Frontera & Comino Vera Cruz	2-Way	32,000	1,290	3	936	2,808	0.46	A
		El Camino Real		Btwn Ave Pico & La Esperanza	2-Way	14,000	578	2	936	1,872	0.31	A
		SCREENLINE TOTAL					4,293			11,546	0.37	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Clemente Station Options Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Clemente Station Options	Avenida Pico	Between El Camino Real & I-5		2-Way	28,000	1,170	2	936	1,872	0.63	B	2	0
		Avenida Vista Hermosa	Calle Frontera & Comino Vera Cruz		2-Way	24,000	1,163	2	936	1,872	0.62	B	2	0
		Calle Frontera	Avenida Vista Hermosa & Ave Pico		2-Way	12,600	449	2	625	1,250	0.36	A	1	0
		El Camino Real	Btwn Ave Pico & Dana Point		2-Way	21,500	952	2	936	1,872	0.51	A	2	0
		Avenida Pico		Calle Frontera & Comino Vera Cruz	2-Way	40,000	1,605	3	936	2,808	0.57	A	2	0
		El Camino Real		Btwn Ave Pico & La Esperanza	2-Way	18,800	781	2	936	1,872	0.42	A	1	0
		SCREENLINE TOTAL					6,120			11,546	0.53			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

San Clemente Station Options Screenline

Traffic Inputs

Existing Lane Capacity (vphl)	
Divided Arterial	936
Undivided Arterial	625
Freeway	2000

Arterial Peak Hour Traffic = 10% of ADT for 2001 only
Arterial Peak Hour Traffic = Actual for 2025 only
Freeway Peak Hour Traffic = Actual

Source: Orange County Transportation Authority

	STATION	Streets	Location 1	Location 2	Direction	2025 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Clemente Station Options	Avenida Pico	Between El Camino Real & I-5		2-Way	0	1,170	2	936	1,872	0.63	B	2	0
		Avenida Vista Hermosa	Calle Frontera & Comino Vera Cruz		2-Way	0	1,163	2	936	1,872	0.62	B	2	0
		Calle Frontera	Avenida Vista Hermosa & Ave Pico		2-Way	0	449	2	625	1,250	0.36	A	1	0
		El Camino Real	Btwn Ave Pico & Dana Point		2-Way	0	952	2	936	1,872	0.51	A	2	0
		Avenida Pico		Calle Frontera & Comino Vera Cruz	2-Way	0	1,605	3	936	2,808	0.57	A	2	0
		El Camino Real		Btwn Ave Pico & La Esperanza	2-Way	0	781	2	936	1,872	0.42	A	1	0
		SCREENLINE TOTAL				0	6,120			11,546	0.53			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Oceanside Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2000						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Oceanside Transportation Center	State Route 76	Just west of Interstate 5		2-Way	18,630	847	2	900	1,800	0.47	A
		Old Highway 101	Just north of SR-76		2-Way	12,926	789	2	900	1,800	0.44	A
		Mission Avenue	Between Interstate 5 and Coast Hwy 101		2-Way	24,666	895	2	900	1,800	0.50	A
		Oceanside Boulevard	Between Interstate 5 and Coast Hwy 101		2-Way	16,806	520	2	900	1,800	0.29	A
		Old Highway 101		Just north of Oceanside Blvd	2-Way	22,818	982	2	900	1,800	0.55	A
		SCREENLINE TOTAL					4,033			9,000	0.45	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Oceanside Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Oceanside Transportation Center	State Route 76	Just west of Interstate 5		2-Way	32,883	957	2	900	1,800	0.53	A	2	0
		Old Highway 101	Just north of SR-76		2-Way	18,971	846	2	900	1,800	0.47	A	1	0
		Mission Avenue	Between Interstate 5 and Coast Hwy 101		2-Way	21,105	953	2	900	1,800	0.53	A	2	0
		Oceanside Boulevard	Between Interstate 5 and Coast Hwy 101		2-Way	20,346	450	2	900	1,800	0.25	A	1	0
		Old Highway 101		Just north of Oceanside Blvd	2-Way	23,514	955	2	900	1,800	0.53	A	2	0
		SCREENLINE TOTAL					4,161			9,000	0.46			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Oceanside Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Oceanside Transportation Center	State Route 76	Just west of Interstate 5		2-Way	111	1,068	2	900	1,800	0.59	A	2	0
		Old Highway 101	Just north of SR-76		2-Way	36	882	2	900	1,800	0.49	A	1	0
		Mission Avenue	Between Interstate 5 and Coast Hwy 101		2-Way	56	1,009	2	900	1,800	0.56	A	2	0
		Oceanside Boulevard	Between Interstate 5 and Coast Hwy 101		2-Way	83	533	2	900	1,800	0.30	A	1	0
		Old Highway 101		Just north of Oceanside Blvd	2-Way	122	1,077	2	900	1,800	0.60	B	2	0
		SCREENLINE TOTAL				408	4,569			9,000	0.51			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Solana Beach Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2000						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	Solana Beach Station	Lomas Santa Fe Drive	Just west of Interstate 5		2-Way	30,400	1,113	2	900	1,800	0.62	B
	Along LOSSAN Corridor just north of Lomas Santa Fe Drive	Old Highway 101	At the San Elijo Lagoon Crossing		2-Way	15,738	1,129	2	900	1,800	0.63	B
		Via De La Valle	Between Valley and Cedros		2-Way	19,779	542	2	900	1,800	0.30	A
		Old Highway 101		Just north of Via De La Valle	2-Way	17,712	772	2	900	1,800	0.43	A
		SCREENLINE TOTAL					3,556			7,200	0.49	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Solana Beach Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Solana Beach Station	Lomas Santa Fe Drive	Just west of Interstate 5		2-Way	34,253	1,057	2	900	1,800	0.59	A	2	0
	Along LOSSAN Corridor just north of Lomas Santa Fe Drive	Old Highway 101	At the San Elijo Lagoon Crossing		2-Way	22,209	1,535	2	900	1,800	0.85	D	2	0
		Via De La Valle	Between Valley and Cedros		2-Way	26,876	673	2	900	1,800	0.37	A	1	0
		Old Highway 101		Just north of Via De La Valle	2-Way	24,936	1,124	2	900	1,800	0.62	B	2	0
		SCREENLINE TOTAL					4,389			7,200	0.61			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Solana Beach Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	Solana Beach Station	Lomas Santa Fe Drive	Just west of Interstate 5		2-Way	107	1,164	2	900	1,800	0.65	B	2	0
	Along LOSSAN Corridor just north of Lomas Santa Fe Drive	Old Highway 101	At the San Elijo Lagoon Crossing		2-Way	48	1,583	2	900	1,800	0.88	D	2	0
		Via De La Valle	Between Valley and Cedros		2-Way	26	699	2	900	1,800	0.39	A	1	0
		Old Highway 101		Just north of Via De La Valle	2-Way	56	1,180	2	900	1,800	0.66	B	2	0
		SCREENLINE TOTAL				237	4,626			7,200	0.64			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

UTC Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2000						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	University Towne Centre Located below the intersection of La Jolla Villag Drive and Genesee Avenue	Genesee Avenue	Between Interstate 5 & Voigt Drive		2-Way	29,725	1,601	3	900	2,700	0.59	A
		La Jolla Village Drive	Between Interstate 5 & Lebon Drive		2-Way	48,421	2,442	3	900	2,700	0.90	E
		Nobel Drive	Between Interstate 5 & Lebon Drive		2-Way	23,930	959	3	900	2,700	0.36	A
		Regents Road	Between Genesse Ave & Voigt		2-Way	9,597	514	1	900	900	0.57	A
		Genesee Avenue		Between Nobel Drive & Rose Canyon	2-Way	38,427	2,610	2	900	1,800	1.45	F
		La Jolla Village Drive		Between I-805 & Towne Centre Drive	2-Way	67,407	2,701	3	900	2,700	1.00	F
		Nobel Drive		Between Towne Centre & I-805	2-Way	2,100	108	2	900	1,800	0.06	A
		Regents Road		Between Nobel Drive & Arriba	2-Way	13,005	626	2	900	1,800	0.35	A
		SCREENLINE TOTAL					11,561			17,100	0.68	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

UTC Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	University Towne Centre Located below the intersection of La Jolla Village Drive and Genesee Avenue	Genesee Avenue	Between Interstate 5 & Voigt Drive		2-Way	42,376	1,893	3	900	2,700	0.70	C	3	0
		La Jolla Village Drive	Between Interstate 5 & Lebon Drive		2-Way	58,747	2,342	3	900	2,700	0.87	D	3	0
		Nobel Drive	Between Interstate 5 & Lebon Drive		2-Way	23,904	672	3	900	2,700	0.25	A	1	0
		Regents Road	Between Genesse Ave & Voigt		2-Way	5,904	509	2	900	1,800	0.28	A	1	0
		Genesee Avenue		Between Nobel Drive & Rose Canyon	2-Way	38,108	2,594	3	900	2,700	0.96	E	3	0
		La Jolla Village Drive		Between I-805 & Towne Centre Drive	2-Way	59,852	2,092	3	900	2,700	0.77	C	3	0
		Nobel Drive		Between Towne Centre & I-805	2-Way	12,492	886	3	900	2,700	0.33	A	1	0
		Regents Road		Between Nobel Drive & Arriba	2-Way	22,686	1,834	2	900	1,800	1.02	F	3	1
		SCREENLINE TOTAL					12,822			19,800	0.65			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

UTC Station Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	University Towne Centre Located below the intersection of La Jolla Village Drive and Genesee Avenue	Genesee Avenue	Between Interstate 5 & Voigt Drive		2-Way	36	1,929	3	900	2,700	0.71	C	3	0
		La Jolla Village Drive	Between Interstate 5 & Lebon Drive		2-Way	109	2,451	3	900	2,700	0.91	E	3	0
		Nobel Drive	Between Interstate 5 & Lebon Drive		2-Way	70	742	3	900	2,700	0.27	A	1	0
		Regents Road	Between Genesse Ave & Voigt		2-Way	13	522	2	900	1,800	0.29	A	1	0
		Genesee Avenue		Between Nobel Drive & Rose Canyon	2-Way	65	2,659	3	900	2,700	0.98	E	3	0
		La Jolla Village Drive		Between I-805 & Towne Centre Drive	2-Way	59	2,151	3	900	2,700	0.80	D	3	0
		Nobel Drive		Between Towne Centre & I-805	2-Way	19	905	3	900	2,700	0.34	A	2	0
		Regents Road		Between Nobel Drive & Arriba	2-Way	13	1,847	2	900	1,800	1.03	F	3	1
		SCREENLINE TOTAL				384	13,206			19,800	0.67			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Fe Depot Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2000						
						ADT	PeakHour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
1	San Diego Santa Fe Depot	1st Avenue	Just north of Market Street		1-Way NB	9,202	925	3	900	2,700	0.34	A
		10th Avenue	Between Broadway & Ash Street		1-Way SB	19,124	1,320	3	900	2,700	0.49	A
	Located just east of Pacific Hwy along Broadwa	11th Avenue	Between Broadway & Ash Street		1-Way NB	26,811	1,494	3	900	2,700	0.55	A
		Ash Street	Between 1st Ave & Pacific Hwy		1-Way WB	16,854	1,213	3	900	2,700	0.45	A
		Broadway	Between Pacific Hwy & Harbor Drive		2-Way	12,032	342	2	900	1,800	0.19	A
		North Harbor Drive	Between Laurel & Hawthorne		2-Way	53,371	1,575	3	900	2,700	0.58	A
		Pacific Highway	Between Laurel & Hawthorne		2-Way	13,064	444	3	900	2,700	0.16	A
		Broadway		Just west of 10th Avenue	2-Way	15,850	1,012	2	900	1,800	0.56	A
		North Harbor Drive		Between 1st Ave & Pacific Hwy	2-Way	12,800	681	3	900	2,700	0.25	A
		Pacific Highway		Between Broadway & Harbor Drive	2-Way	8,959	253	3	900	2,700	0.09	A
		SCREENLINE TOTAL					9,259			25,200	0.37	

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Fe Depot Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 Baseline								
						ADT	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Diego Santa Fe Depot	1st Avenue	Just north of Market Street		1-Way NB	16,674	1,215	3	900	2,700	0.45	A	2	0
		10th Avenue	Between Broadway & Ash Street		1-Way SB	18,396	1,049	3	900	2,700	0.39	A	2	0
	Located just east of Pacific Hwy along Broadwa	11th Avenue	Between Broadway & Ash Street		1-Way NB	36,733	1,938	3	900	2,700	0.72	C	3	0
		Ash Street	Between 1st Ave & Pacific Hwy		1-Way WB	21,743	1,439	3	900	2,700	0.53	A	2	0
		Broadway	Between Pacific Hwy & Harbor Drive		2-Way	16,350	565	2	900	1,800	0.31	A	1	0
		North Harbor Drive	Between Laurel & Hawthorne		2-Way	62,129	1,831	3	900	2,700	0.68	B	3	0
		Pacific Highway	Between Laurel & Hawthorne		2-Way	26,630	779	3	900	2,700	0.29	A	1	0
		Broadway		Just west of 10th Avenue	2-Way	18,362	1,198	2	900	1,800	0.67	B	2	0
		North Harbor Drive		Between 1st Ave & Pacific Hwy	2-Way	34,324	1,737	3	900	2,700	0.64	B	2	0
		Pacific Highway		Between Broadway & Harbor Drive	2-Way	20,220	442	3	900	2,700	0.16	A	1	0
		SCREENLINE TOTAL					12,193			25,200	0.48			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.

Santa Fe Depot Screenline

Traffic Inputs

Arterial Peak Hour Traffic = Actual
Freeway Peak Hour Traffic = Actual

	STATION	Streets	Location 1	Location 2	Direction	2020 with Station Impacts								
						Station peak hr traffic	PeakHour Traffic	# Lanes	C/Lane	C	V/C	LOS	# lanes needed	Extra Lanes
1	San Diego Santa Fe Depot	1st Avenue	Just north of Market Street		1-Way NB	7	1,222	3	900	2,700	0.45	A	2	0
		10th Avenue	Between Broadway & Ash Street		1-Way SB	20	1,069	3	900	2,700	0.40	A	2	0
	Located just east of Pacific Hwy along Broadway	11th Avenue	Between Broadway & Ash Street		1-Way NB	7	1,945	3	900	2,700	0.72	C	3	0
		Ash Street	Between 1st Ave & Pacific Hwy		1-Way WB	31	1,470	3	900	2,700	0.54	A	2	0
		Broadway	Between Pacific Hwy & Harbor Drive		2-Way	27	592	2	900	1,800	0.33	A	1	0
		North Harbor Drive	Between Laurel & Hawthorne		2-Way	41	1,872	3	900	2,700	0.69	B	3	0
		Pacific Highway	Between Laurel & Hawthorne		2-Way	24	803	3	900	2,700	0.30	A	1	0
		Broadway		Just west of 10th Avenue	2-Way	24	1,222	2	900	1,800	0.68	B	2	0
		North Harbor Drive		Between 1st Ave & Pacific Hwy	2-Way	14	1,751	3	900	2,700	0.65	B	2	0
		Pacific Highway		Between Broadway & Harbor Drive	2-Way	14	456	3	900	2,700	0.17	A	1	0
		SCREENLINE TOTAL				209	12,402			25,200	0.49			

Notes:
1. See the map layer for location of the screenlines.
2. Depending on output available from the regional model, the screenline may be simplified to a more skeleton-like network.
3. Access traffic to station will include both entering and exiting traffic in the peak hour (site specific factors to be developed from the AM boardings)
4. AM peak-hour directional volumes are used.